

Message Text

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ORIGIN OES-04

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TO AMEMBASSY TOKYO PRIORITY

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E.O. 11652:N/A

TAGS:TSPA:JA

SUBJECT:JAPANESE N-1 REQUEST

FOR SCICOUNS

1. PLEASE SEND A LETTER TO MR. IHARA AS FOLLOWS: QUOTE.
DEAR MR. IHARA: PARA. THIS IS A PRELIMINARY REPLY TO YOUR
LETTER OF NOVEMBER 14, 1974 TO MR. KRATZER. WE HAVE CARE-
FULLY CONSIDERED YOUR REQUEST, TOGETHER WITH THE RELATED
INFORMATION FURNISHED BY DR. KURODA ON NOVEMBER 23. THE
REQUEST IS A RATHER DIFFICULT ONE TO ANSWER IN SIMPLE
TERMS BUT IS BEST BROKEN DOWN TO ITS COMPONENT PARTS. PARA.
FOUR OF THE EIGHT ITEMS WERE PREVIOUSLY REQUESTED BY DR.
CHIBA AND DR. SHIMA IN DECEMBER 1972. OUR REPLY OF NOVEMBER
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1973 STILL APPLIES AND CONTAINED THE FOLLOWING CONDITIONS:

SUBPARA NO. 1. SUBMISSION BY US AEROSPACE FIRMS OF EXPORT LICENSE REQUESTS TO OFFICE OF MUNITIONS CONTROL (OMC), IN ACCORDANCE WITH ESTABLISHED PROCEDURES AND THE PROVISIONS OF THE 1969 SPACE COOPERATION AGREEMENT, WILL BE REQUIRED.

SUBPARA NO. 2. THE US RESERVES THE RIGHT TO MAKE THE FINAL DETERMINATION WHETHER THE REQUESTED ITEM WILL BE FURNISHED IN THE FORM OF HARDWARE (END ITEM) OR IN THE FORM OF TECHNICAL ASSISTANCE (DRAWINGS AND KNOW-HOW).

PARA. THE US GOVERNMENT WISHES TO REAFFIRM CONDITIONS OF USE SPECIFIED IN THE 1969 SPACE AGREEMENT AND THE US LAUNCH ASSISTANCE POLICY OF OCTOBER 9, 1972 FOR SPACE VEHICLES MANUFACTURED OR ASSEMBLED PURSUANT TO THIS DECISION THAT:

SUBPARA A. ANY TECHNOLOGY OR EQUIPMENT TRANSFERRED TO JAPAN WILL BE USED SOLELY FOR PEACEFUL PURPOSES AND ITS USE WILL BE CONSISTENT WITH OBLIGATIONS UNDER RELEVANT INTERNATIONAL AGREEMENTS AND ARRANGEMENTS.

SUBPARA B. THE GOVERNMENT OF JAPAN WILL LAUNCH ONLY THOSE TELECOMMUNICATIONS SATELLITES ON WHICH RELEVANT INTERNATIONAL OBLIGATIONS AND AGREEMENT HAVE BEEN MET.

SUBPARA C. NO US SPACE HARDWARE AND RELATED TECHNICAL INFORMATION OR TECHNICAL ASSISTANCE SHALL BE MADE AVAILABLE BY JAPAN TO A THIRD COUNTRY WITHOUT EXPRESS PRIOR AGREEMENT OF THE US.

FULL PARA. THE ITEMS ON YOUR LIST THAT WE CONSIDER TO BE COVERED UNDER THESE PROVISIONS ARE THE EXTENDED LONG TANK, UNIVERSAL BOAT TAIL FOR THE 1914, THE MODIFIED SECOND STAGE PROPULSION SYSTEM, THE THIRD STAGE MOTOR, 96 IN. FAIRING, AND THE INTERSTAGE.

FULL PARA. THE DELTA INERTIAL GUIDANCE SYSTEM (ITEM 7), AND VEHICLE INTEGRATION (ITEM 8) ARE MORE DIFFICULT SUBJECTS AND ALTHOUGH THE SAME GENERAL CONDITIONS STATED ABOVE APPLY, FURTHER DISCUSSION AND SPECIFIC ARRANGEMENTS ARE NECESSARY.

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FULL PARA. THERE ARE TWO IMPORTANT CONSIDERATIONS THAT REQUIRE SPECIAL ARRANGEMENTS IN MAKING THE DIGS AVAILABLE TO USERS ABROAD. FIRST, WE WISH TO RETAIN THIS SYSTEM AND ITS TECHNOLOGY UNDER US CONTROL FOR NATIONAL SECURITY REASONS. AT THE SAME TIME, WE WISH TO MAKE THE DIGS AVAILABLE WITH SUFFICIENT OPERATIONAL TECHNICAL SUPPORT TO BE HELPFUL TO YOUR SPACE PROGRAM. THE SYSTEM CAN BE FUR-

NISHED ON THE FOLLOWING BASIS:

SUBPARA 1. DIGS WOULD BE SUPPLIED IN QUOTE BLACK BOX
END QUOTE SYSTEM FORM ON A CASE-BY-CASE BASIS, WITH A
BACKUP SYSTEM TO BE AVAILABLE.

SUBPARA 2. THE SYSTEM WOULD BE SET UP TO OPERATE ON
THE N-1 VEHICLE AND TO PERFORM THE GIVEN MISSION BY THE US
CONTRACTOR, BASED UPON TECHNICAL INFORMATION TO BE FUR-
NISHED BY NASDA, AS REQUESTED BY THE CONTRACTOR.

SUBPARA 3. THE US CONTRACTOR WOULD FURNISH CHECKOUT
LIMITS AND SPECIFICATIONS FOR JAPANESE USE TO DETERMINE
READINESS TO LAUNCH. IF ANY PARAMETER EXCEEDS THESE
LIMITS, THE US CONTRACTOR WOULD BE CONSULTED IMMEDIATELY.

SUBPARA 4. ANY INTERNAL REPAIRS NECESSARY WOULD BE MADE
ONLY BY US PERSONNEL, EITHER IN THE US OR IN JAPAN AC-
CORDING TO THE JUDGMENT OF THE US ENGINEERS.

FULL PARA. IT IS UNDERSTOOD THAT RANGE SAFETY WOULD RE-
MAIN A JAPANESE RESPONSIBILITY; THE US CONTRACTOR WOULD
FURNISH WHATEVER INFORMATION MIGHT BE REQUIRED BY NASDA.

FULL PARA. THE TECHNOLOGY REQUESTED UNDER ITEM 8 ALSO RE-
QUIRES SPECIAL ARRANGEMENTS. WE RECOGNIZE THAT CONSIDERA-
TION MUST BE GIVEN TO PROVIDING IN SOME FORM THE INFORMA-
TION NECESSARY FOR PROPER APPLICATION AND INTEGRATION OF
THE HARDWARE BEING IMPORTED BY JAPAN. THIS IS, HOWEVER, A
DIFFICULT QUESTION FOR US TO ANSWER AT THE MOMENT. WE
WILL CONTINUE TO ATTEMPT TO ARRIVE AT A DECISION ON ITEM 8
AND WILL INFORM YOU OF THE OUTCOME OF OUR DELIBERATIONS AS
SOON AS POSSIBLE.

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FULL PARA. A FEW COMMENTS ARE IN ORDER ON YOUR REQUEST
FOR THE UNIVERSAL BOAT TAIL. THE PREVIOUS TALKING PAPER
FROM NOVEMBER 1973 HAS BEEN INTERPRETED TO IMPLY APPROVAL
OF EXPORT OF MANUFACTURING TECHNOLOGY SINCE THE BOAT TAIL
IS STATED TO BE OUT OF PRODUCTION. HOWEVER, THE OPERATIVE
STATEMENT IS THAT THE US RESERVES THE RIGHT TO MAKE FINAL
DETERMINATION WHETHER THE REQUESTED ITEM WILL BE FURNISHED
AS HARDWARE OR IN THE FORM OF TECHNICAL ASSISTANCE. THIS
DETERMINATION WILL BE MADE AT THE TIME OF EXPORT LICENSE
APPROVAL. IT MAY WELL BE THAT ANALYSIS WILL SHOW THAT THE
2914 BOAT TAIL, WHICH IS PRESENTLY IN PRODUCTION, WILL BE
USABLE IN THE CONTEXT OF YOUR PROGRAM.

FULL PARA. IF THESE UNDERSTANDINGS AND ARRANGEMENTS ARE

CONSISTENT WITH YOUR THINKING AND ACCEPTABLE TO YOU, WE WOULD EXPECT TO CONTINUE OUR DISCUSSIONS AND TO FORMALIZE THE UNDERSTANDING THROUGH AN EXCHANGE OF NOTES AFTER THE QUESTION OF THE VEHICLE INTEGRATION ASSISTANCE IS RESOLVED.

FULL PARA. WE HOPE THAT THE ARRANGEMENTS AND UNDERSTANDINGS OUTLINE ABOVE WILL CONTRIBUTE CONSTRUCTIVELY TO THE FURTHERANCE OF A SUCCESSFUL JAPANESE SPACE PROGRAM.

2. FYI: THE QUESTION OF WHETHER THE STATEMENT IN PARAGRAPH C PROHIBITS PROVISION OF LAUNCH SERVICES TO NON-JAPANESE USERS IS STILL UNDER CONSIDERATION. WE PREFER NOT TO BROACH THIS QUESTION AT THIS TIME BUT IT HAS PREVIOUSLY BEEN DISCUSSED AND MAY THEREFORE ARISE IN CONVERSATIONS. IF IT IS BROUGHT UP PLEASE REPORT IT TO THE DEPARTMENT AND TELL THE JAPANESE THAT YOU WILL CHECK. WE WOULD BE INTERESTED IN THEIR ATTITUDE HOWEVER. THE QUESTION OF VEHICLE INTEGRATION TECHNOLOGY ARRANGEMENTS MAY BE NEARING RESOLUTION. END FYI. INGERSOLL

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